

Amendments to the Specification:

Please amend numbered paragraph 0038, as shown below:

As shown in Figure 1, the rear evaporator coil 20 can be used to provide cool air to a battery, such as the battery 16. The air flowing through either evaporator coil 18, 20 can be fresh air, or recirculated. A number of configurations can be used to provide fresh or recirculated air to a battery compartment, such as the battery compartment 14. An example of such a system is described in ~~copending~~ U.S. Patent Application Publication No. 2005/0056472, entitled "Cooling System For A Vehicle Battery," ~~Attorney Docket No. 202-1580~~, filed on September 12, 2003, and incorporated herein by reference.

Please amend numbered paragraph 0039, as shown below:

Figure 4 shows one configuration of how the evaporator coil 20 can be used to provide air to cool the battery 16. As seen in Figure 4, the rear evaporator coil 20 is disposed within the rear duct system 28. The rear duct system 28 includes an air intake 68 which communicates with a vehicle air intake 70. The vehicle air intake 70 is attached to a rear quarter window 72 to provide an inlet for ambient air from outside the vehicle into the duct system 28. Having a fresh air intake for a battery cooling system, particularly one that is located high-up on a vehicle, may have a number of benefits. Such an air intake is described in ~~copending~~ U.S. Patent Application Publication No. 2005/0059338, entitled "Fresh Air Intake For A Vehicle," ~~Attorney Docket No. 202-1080~~, filed on September 12, 2003, and incorporated herein by reference. As seen in Figure 4, the duct system 28 provides an air flow path from outside the vehicle through the evaporator coil 20 to the battery 16, as indicated by the direction arrow. The duct system 28 also provides an air flow path back from the battery 16, such that the air may be recirculated through the evaporator coil 20, or exhausted outside the vehicle through an air extractor 74.